



Community Development Planning Division
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AGENDA

OSU-Related Plan Review Task Force

6:00 pm, Thursday, May 28, 2015

Downtown Fire Station Meeting Room, 2nd Floor, 400 NW Harrison Blvd.

- I. Welcome and Introductions
- II. Public Input Opportunity
- III. Review of Version 3.0 Draft Comprehensive Plan Findings and Policies

Packet materials contain Version 3.0 of the draft revisions to findings and policies based on the Task Force's direction from the April 13, 2015; April 27, 2015; and May 14, 2015, meetings.

- The Task Force is asked to review the draft revisions to make sure staff have accurately captured the proposed changes.
- Changes made based on discussion from the May 14th meeting are reflected by ~~strikeout and double underline~~ or **bold and double underline** (new language)

- IV. Continued Development of Revisions to Findings and Policies not yet addressed

In addition to the identified findings and policies within Articles 11 and 13 of the Comprehensive Plan, testimony that has not yet been discussed includes:

- Rollie Baxter's March 24 email
- Portions of Court Smith's April 7 emails
- David Dodson's April 24 testimony
- Dan Brown's April 2 testimony

The goal is for the Task Force to complete discussion of all applicable Comp Plan findings and policies in order to develop a draft proposal for public review and comment at a Task Force meeting to be scheduled in early June.

- V. Review of the April 27, 2015 Minutes
- VI. Public Input Opportunity
- VII. Adjournment

For the hearing impaired, an interpreter can be provided with 48 hours notice.
For the visually impaired, an agenda in larger print is available

Attachments:

- A. Version 3.0 Draft Revised Findings and Policies prepared by staff
- B. Draft April 27, 2015 Task Force Minutes

OSU-Related Comprehensive Plan Review

Task Force – Proposed Revisions to

Findings and Policies (Version 3.0)

The following revisions were prepared by staff based on direction provided by the OSU-Related Comp Plan Review Task Force, at the April 13, 2015; April 27, 2015; and May 14, 2015, meetings. All previously-identified OSU-Related Comp Plan Findings and Policies are included here; however, those that have been edited, revised, or are new are identified by **highlight**. Staff have included updates of factual information, based on consultation with other City staff, as well as OSU staff, in some cases. However, staff have confined policy-related changes to those agreed upon by the Task Force at the above-referenced Task Force meetings. Language proposed for deletion is indicated by **strikeout**, and new language proposed for inclusion is identified by **double underline**. Asterisks (*) indicate sections where staff have questions for the Task Force. Changes in response to feedback from the May 14, 2015, meeting are reflected by **strikeout** of double underlined language or, for new language, **bold** of double underlined language.

Article 3. Land Use Guidelines

3.2 General Land Use

Findings

- 3.2.c *Continued cooperation among Corvallis, Benton County, Linn County, and Oregon State University is important in the review of development. This should help to ensure compatibility between uses on private and public lands. **In particular, cooperation is necessary to prevent simply shifting land-use conflicts from one entity to another.***
- 3.2.i *Land within the Urban Fringe contains large contiguous Oregon State University agricultural and forestry land areas. The ability of these areas in support of instruction / research and extension activities requires that these large areas must be maintained free from division into small land parcels.*

Article 5. Urban Amenities

5.2 Community Character

Findings

- 5.2.c *Natural features, such as rivers, streams, and hills, or manmade features, such as highways, major streets, and activity centers (downtown and Oregon State University), act as either boundaries or as internal features for several distinct neighborhoods within the Corvallis Urban Growth Boundary.*

Proposed New Finding

- 5.2.f *In an attempt to keep University students close to the campus, the surrounding neighborhoods have received an underlying zoning that is denser than the existing neighborhoods. With larger enrollment numbers at the University, the surrounding neighborhoods have redeveloped to higher densities begun realizing the underlying zoning.*

5.4 Historic and Cultural Resources

Findings

- 5.4.a *There are a number of inventories of buildings with historic significance located within the Corvallis Urban Growth Boundary, including those developed by the State Historic Preservation Office and the State Board of Higher Education. As of 1998, 375 inventories of historic sites and structures had been conducted in Corvallis. They identify the 26 Corvallis structures on the National Historic Register, 12 structures on the Oregon State University campus, and many other buildings as having historic significance. In 1989, the City created the Corvallis Register of Historic Landmarks and Districts which contains 85 properties. The City will be adding properties to this listing on an ongoing basis.*
- 5.4.b *Structures of historical significance in Corvallis include: commercial buildings generally found within the central business district core; residences located throughout older neighborhoods; industrial and religious buildings; and public buildings generally located on the Oregon State University campus and downtown.*
- 5.4.g *The region's cultural needs are served by Oregon State University, Linn - Benton Community College, the Corvallis Arts Center, Corvallis School District 509J, the Majestic Theater, the City of Corvallis, and other cultural groups. There is currently no designated "agency or organization" to coordinate cultural events and activities in Corvallis.*

Proposed New Findings

- 5.4.l *City zoning allowed for the redevelopment of single-family homes in the neighborhoods surrounding OSU, and accordingly, the growth of student-oriented complexes. While*

these student-oriented complexes help reduce vehicle trips to campus, they can also alter the character of older single-family neighborhoods.

5.4.m Downtown neighborhoods have characteristics that include large street trees, wide planting strips, and a large proportion of buildings dating from the 1940s and earlier.

5.4.n The lack of progress on historic inventory and preservation work, as reflected in Policy 5.4.8 has failed to protect older neighborhoods in the vicinity of Oregon State University and downtown.

5.4.o OSU maintains an inventory of historic resources on campus for the review and use of the City of Corvallis and Historic Resources Commission.

Policies

5.4.8 The first priority for historic inventory and preservation work shall be older neighborhoods, especially those bordering the downtown and the Oregon State University campus.

Proposed New Policies

5.4.17 Specific codes may be adopted and applied to discrete areas of the city in order to preserve desired historic neighborhood characteristics. This may require rezoning or identification of historic resources not yet formally identified as Historic Structures.

5.4.18 The City shall evaluate zoning patterns in the neighborhoods near OSU, as well as associated housing variety, in relation to impacts on the historic neighborhood character in these areas.

5.6 Parks and Recreation

Proposed New Finding

5.6.w The University offers many recreational opportunities.

Policies

5.6.6 The City shall continue to use cooperative agreements with the Corvallis School District 509J, Benton and Linn Counties, Linn - Benton Community College, Oregon State University, and other leisure service providers to ensure that adequate recreation and open space lands and facilities will be provided.

Proposed New Policy

5.6.20 The City will work closely with OSU to develop the potential for recreational opportunities on campus that to serve the larger community on campus.

Article 7. Environmental Quality

Proposed New Findings

7.2.i Car Dependence increases pollution, reduces air and water quality, causes public health problems, raises safety issues, and adds to global climate change.

7.2.j The State of Oregon has a greenhouse gas goal of a 75% reduction from 1990 levels by 2050.

7.2.k Car dependence requires land for infrastructure. On average, 20% of the land in cities is in streets, not including land in parking lots, driveways, and garages.

Proposed New Policy

7.2.7 OSU and the City shall explore options for reducing carbon emissions.

Article 8. Economy

8.2 Employment and Economic Development

Findings

8.2.d The stability of Corvallis and Benton County's economy is dependent on a few major employers in a few economic sectors, i.e., Oregon State University and Hewlett-Packard; other local, State, and Federal government employers; firms engaged in electronics, forest and agricultural products; consulting and medical services; and retail businesses. In 1996, the twelve largest employers in Benton County were located in Corvallis, representing nearly half of the total employment in the County.

The stability of Corvallis and Benton County's economy is dependent on a few major employers in a few economic sectors, i.e., Oregon State University, Samaritan Health Services, and Hewlett - Packard; other local, State, and Federal government employers; firms engaged in electronics, forest and agricultural products; consulting and medical services; and retail businesses. In 2014 the 10 largest employers in Benton County were located in Corvallis, representing 41% of the total employment in the County. Two of the three top employers in the City are non-profit organizations, which do not pay property taxes.

Proposed New Finding

8.2.p Seven of the top twenty Benton County property tax payers in 2014 were owners of multifamily residential developments in Corvallis.

8.4 Education

Findings

8.4.a State and local education represents the most significant sector of Benton County's economy, with approximately one-fourth of all County jobs in this sector. This sector provides a stable economic and employment base for Corvallis and is three times the State average.

8.4.b Oregon State University is consistently rated among the top Universities in the nation in the areas of forestry, agriculture, computer science, engineering and pharmacy. A significant portion of the nation's research in the fields of forestry, agriculture, engineering, education, and the sciences takes place at Oregon State University. Changes in Oregon State University employment will be affected mainly by research activities.

8.4.c Oregon State University will continue to develop new technology in both "high-tech," and "bio-tech" renewable resource based industries.

8.4.d Oregon State University undergraduate students are attracted to the university for its programs and its location. Support for students' convenient retail shopping and entertainment needs will be one key to improving on OSU's attractiveness to new undergraduate students. Undergraduate students, per person, contribute as much as \$11,000 each year to the local economy through the employment of University faculty and staff who live in the local area and the purchase of goods, food, and services from local businesses.

In addition to the economic impact of student expenditures in the Corvallis area, Oregon State University's operations in Corvallis (including research, Extension service, 4-H, and other services) contributed more than \$908 million in economic impact in Benton County in 2014, and was responsible for more than 19,400 direct, indirect, and induced jobs. Visitors attending OSU events, athletic competitions, and other campus activities contributed more than \$32 million annually to the Benton County economy in 2014, and were responsible for 430 direct, indirect, and induced jobs.

Proposed New Findings

8.4.e Ongoing and emerging development of educational programs impact and provide opportunities for economic growth. Expansion of the robotics and autonomous systems program and engineered wood products are recent examples.

8.4.f The OSU Advantage Accelerator (OSUAA) was developed as an important component of the local strategy for economic development activity. The program is designed to facilitate local, for-profit, development of technology and ideas originated by staff and/or students at the University.

8.4.g The Regional Accelerator Innovation Network (RAIN) is a State-funded, collaborative effort between the University of Oregon and Oregon State University to support economic development within the State of Oregon through the utilization of technology and ideas developed at the universities.

Policies

8.4.1 The City shall encourage and support Oregon State University as a major education and research center.

8.4.2 The City shall support Oregon State University to facilitate the transfer from research to business of new technologies developed at the University.

8.4.4 The City shall encourage collaboration between the Corvallis School District 509J, Oregon State University, Linn - Benton Community College, and local employers to address emerging education and workforce needs of the community.

8.6 Visitor and Conference Activities

Findings

8.6.a In 1996, there were an estimated 200,000 overnight visitors to Corvallis, representing the following market segments: business travel and Oregon State University (approximately 54%); visiting friends and relatives (35%); conference and sports (8%); fairs and festivals (2%); and leisure vacationers (1%). The fastest growing visitor market segment is conferences and sports.

In 2014 there were 175,000 overnight room nights sold in Corvallis, representing the following market segments: Business travel, Oregon State University meetings and conferences, sporting events, fairs, festivals and leisure. The biggest market segment is known as visiting friends and relatives (VFR). This segment produces significantly less revenue than ~~does our~~ overnight visitors who stay in commercial establishments. The same can be said for day visitors as well. The exception to the day visitor rule in terms of spending is Oregon State University's Home Football games. Overall, in 2014 visitors spent \$114.8 million dollars in Benton County, and generated \$1.4 million dollars in local taxes.

Most of the conference activity attracted to Corvallis is generated by Oregon State University itself and by local groups, statewide association business and local area governments and businesses. In 2013 OSU reported that they had received 535,000 visitors and those visitors spent \$39 million dollars in Corvallis. Oregon State University

conference facilities and additional private conference facilities satisfy some the demand for conference space in Corvallis.

8.6.d *Most of the conference activity attracted to Corvallis is generated by local groups, most notably Oregon State University, and to a lesser degree by local governments and businesses. The University's activities are capitalized on to support the Corvallis motel, restaurant, and retail businesses.*

8.6.e *People attending Oregon State University athletic events make a significant contribution to the Corvallis economy.*

8.6.f *The Oregon State University conference facilities and additional private conference facilities, satisfy some of the demand for conference space in Corvallis.*

8.6.h *The Oregon State University LaSells Stewart Center has a theater-type auditorium seating 1,200, a 200-seat lecture room, and seven conference areas ranging in size from 375 to 1,800 square feet. The priorities of the center are to provide facilities for: 1) Oregon State University conferences; 2) the Oregon State University Office of Continuing Education; and 3) the general Corvallis community. The 40,000 square foot conference and performing arts facility accommodates more than 160,000 guests annually and hosts hundreds of conferences and events each year.*

8.6.i *The Oregon State University Alumni Center was completed in 1997 and has a 7,000 square foot ballroom which can accommodate 700 people, and eight conference rooms ranging in size from 254 to 1,600 square feet. The priorities of the center are to provide facilities for: 1) Oregon State University alumni to come home to and host events; 2) Oregon State University meetings and conferences; and 3) the local and regional community. ~~Oregon State University is currently interested in having a 150+ room hotel constructed near these conference facilities~~*

Proposed New Finding

8.6.j *Oregon State University supported the development of the 158-room Hilton Garden Inn in close proximity to the Alumni Center and the LaSells Stewart Center by entering into an agreement with the hotel to make land available for the development.*

8.9 Industrial Land Development and Land Use

Findings

8.9.j *Corvallis has a large existing research base and a comparative advantage in the research-technology field due to Oregon State University (OSU), the Forest Ecosystem Research Laboratory, Environmental Protection Agency, Hewlett-Packard, CH₂M HILL, regional medical facilities, and other major employers.*

8.9.k *The Linn - Benton Regional Economic Development Strategy states that technology transfer, primarily from Oregon State University, will be a major factor in starting or expanding businesses that bring new products and processes into the marketplace. New programs and technology developed at OSU have led to positive economic impacts for Corvallis and throughout the state. This is one factor that led to the development of the OSU Advantage Accelerator / RAIN. (See Section 8.4 - Education.)*

8.9.l *The economic base of Corvallis would be strengthened by additional employment opportunities in the research-technology area which in turn would benefit from proximity to Oregon State University, a major research institution.*

Proposed New Finding

8.9.u *Manufacturing employment in Corvallis has declined from approximately 7,000 jobs in 2000 to approximately 2,960 in 2015.*

Article 9. Housing

9.4 Housing Needs

Findings

9.4.a *The need for new housing is influenced by job generation and in-migration, the availability and cost of transportation, and seasonal factors in such areas as employment and student enrollment at Oregon State University.*

9.4.c *The largest single group of citizens in the nation's history, both in absolute terms and as a proportion of total population, will reach the age of 60 between the years 2005 and 2020. Savings rates for this group of citizens have been very low and their financial options for retirement are uncertain. Demographers are suggesting that this age group will, as they age, need to share resources and residences. This will create severe challenges to provide a continuum of housing types and associated services for senior citizens within Corvallis.*

According to a 2014 study by the Joint Center for Housing Studies of Harvard University, a combination of the "baby boomer" generation (born 1946 – 1964) beginning to reach age 65 in 2011, and generally increasing longevity will yield an increase of approximately 57% in the U.S. elderly 65 and over population between 2012 and 2040. As the numbers of older elderly residents in the U.S. and Corvallis grow, the need for housing with characteristics tailored to serve this population will also increase. Particular housing characteristics needed will include:

- Housing at a level of affordability that does not require lower-income elderly residents to sacrifice spending on necessities such as food and health care in order to afford a home;*
- Housing with basic accessibility features that will allow older adults with increasing levels of disability to live safely and comfortably;*
- Housing with easy access to transportation and pedestrian connections for elderly residents who cannot or choose not to drive; and*

- Housing with connections to the health care system that will meet the needs of adults with disabilities or long-term care needs who, without such housing, are at risk of premature institutionalization.

9.4.d According to the City's 2013 – 2017 Consolidated Plan, and based on an assessment of Benton County's housing needs conducted by Oregon Housing and Community Services, 1996 Benton County Needs Assessment, the housing requirements of special needs populations (the homeless, physically disabled, mentally disabled, veterans, etc.) are a concern for the community.

(The term “disabled” is widely used by the US Department of Housing and Urban Development and by care providers to refer to persons with special housing needs.)

9.4.e The City's Housing and Community Development Advisory Board ~~Commission~~ oversees affordable housing and community development programs, including the City's investments of federal funds from the Community Development Block Grant and HOME Investment Partnerships programs, as well as use of the City's ~~Community Development~~ Revolving Loan Fund.

9.4.f *Oregon Revised Statutes (ORS 197.296) requires that the City ensure that residential development occurs at the densities and mix needed to meet the community's housing needs over the next 20 years, and that there is enough buildable land to accommodate the 20-year housing need inside the Urban Growth Boundary.*

9.4.g *The housing stock of Corvallis is relatively new, with nearly 80% of the existing units having been built since 1950. Many of the approximately 12,350 residential units built prior to 1975 are of an age such that major structural elements (e.g., roofs, electrical / plumbing systems, foundations) are or will be in need of repair or replacement.*

9.4.h The composition of the Corvallis housing supply has been changing. In 1960, the supply consisted of 74% single family, 25% multi-family, and 1% manufactured homes. In 1980, the supply consisted of 50% single family, 46% multi-family, and 4% manufactured homes. The Buildable Land Inventory and Land Need Analysis for Corvallis (2012 – 2013 ~~1998~~) indicates that as of June 30, 2013 ~~in 1996~~, the Corvallis housing supply was composed of 55.5 ~~53%~~ single family and 44.5 ~~43%~~ multi-family, and 4% manufactured housing. Because manufactured homes are now considered the same as single-family homes, the figure for single family homes also includes manufactured homes.

9.4.i In 1960, 54% of the Corvallis housing stock was owner-occupied and 46% was renter-occupied. In 1980, 45% was owner-occupied and 55% was renter-occupied. Data from the 2013 American Community Survey (ACS) ~~1990 U.S. Census~~ indicated that 44.7% ~~44%~~ of occupied Corvallis housing units were owner-occupied, and 55.3 ~~and 56%~~ were renter-occupied. (9.6% of the total (occupied and unoccupied) Corvallis housing units were vacant in that year) Nationally, per the 2013 ACS, 64.9% of occupied housing units were owner-occupied and 35.1% were renter occupied. The vacancy rate of all units nationally was 12.5%.

9.4.j *Average household size decreased from 3.3 persons per household (pph) in 1970 to 2.32 pph in 2013 1997. The 2013 American Community Survey found that the average number of persons per household was 2.42 for owner-occupied homes and 2.25 for renter-occupied homes in Corvallis.*

9.4.k *Historically, the Corvallis owner- and renter-occupied housing markets have been characterized by low vacancy rates.*

9.4.l *Housing price is affected by a number of factors, including: the system of taxation, demand for land and housing, the availability of land, the size of available lots, the amenities and sizes of constructed homes, local policies for annexation, land speculation, inflation, the cost of material and labor, governmental regulations and charges, sale turnover rates, real estate transaction fees, mortgage interest rates, location, site conditions, costs of public facilities and streets, and the rate of population growth.*

9.4.m *Parks and open space that are in close proximity to residential areas provide opportunities for recreational and social activities that may not be available on residential development sites, particularly within multi-family developments occupied by families with children. The presence of parks and open space supports more dense development by fostering neighborhoods, by maintaining quality of life, and by improving community appearance.*

9.4.n *Additional mechanisms are needed to encourage the use of energy efficient building materials and construction techniques.*

9.4.o *The 2012 Oregon Housing and Community Services Needs Assessment Benton County Labor Housing Needs Assessment (December 1993) prepared by Oregon Housing and Associated Services, Inc., determined that there were 2,290 farm workers in Benton County, and no dedicated farm worker housing units to serve them. 338 farm worker families in Benton County (representing approximately 1,297 individuals) who are full-time residents of the County, are low-income, and are reliant upon seasonal income from farm labor employment. The same study determined that an additional 288 units of housing was needed to serve this population. In 1997, the Corvallis based Multicultural Assistance Program served 436 farm worker households (representing 1,028 individuals).*

Policies

9.4.1 To meet Statewide and Local Planning goals, the City shall continue to identify housing needs and encourage the community, university, and housing industry to meet those needs.

Proposed New Policy

9.4.11 When increasing residential densities through the Comprehensive Plan Amendment process, consideration shall be given to impacts on desired or required available levels of service, including parks, open space, and other infrastructure.

9.5 Housing Affordability

Findings

- 9.5.a Between 1990 and 2015 1996, real housing costs increased more rapidly than real incomes. In Benton County, over this same time period, median four-person household income rose 128 35% from \$34,500 to \$78,600 43,600 per year, while the median sales price of a Benton County home rose 268 109% from \$72,900 to \$268,500 152,600. During the same period, the median sales price of a Corvallis home rose 114% from \$71,000 to \$152,000. Between 1990 and 2015 the ratio of median sales price to median family income in Corvallis increased from 211% to 342%.
- 9.5.b *The price of new homes has increased steadily since the early 1900's; both average square footage and the number and quality of amenities that are “standard” in new homes have also increased significantly during this period.*
- 9.5.c State and Federal guidelines define “affordable” housing as that which requires no more than 30% of the monthly income of a household that has income at or below 80% of the area median. Based on the As of November 1997, U.S. Department of Housing and Urban Development’s (HUD) 2005-2009 Comprehensive Housing Affordability Study for Corvallis households with incomes equal to or less than 50% of the Area Median Income, 86% of renters, 63% of owners, and 83% overall spent more than 30% of their income on housing. Of those, 57% of renters, 35% of owners, and 54% overall spend more than 50% of their income on housing. A household that spends more than 30% of its income on housing is considered to be cost burdened; a household that spends more than 50% of housing is considered to be severely cost burdened. data indicates that 87% of Benton County households earning 50% or less of the County’s median income live in housing that is not affordable. (Source: Oregon Coalition to Fund Affordable Housing, based on data supplied by the Portland Area HUD Office.)
- 9.5.d Federal guidelines indicate that households earning 80% or less of the area's median income are considered to be low-, and very low-, or extremely low-income, and are likely to have housing assistance needs. According to the 1980 Census, approximately 3,285 households were determined to be low, or very low-, or extremely low-income. In 1990, approximately 6,800 households were low or very low income. HUD’s 2005-2009 Comprehensive Housing Affordability Study for Corvallis found that 12,360 households, or approximately 59% of Corvallis households, had a median income less than 80% of the area’s median income (AMI). Of those, 5,375 households made between 0% and 30% of the AMI, 3,600 made between 30% and 50% of AMI, and 3,385 made between 50% and 80% of AMI.

(At the May 14, 2015, meeting, Task Force members asked if this data includes students. The answer is “yes.” Students may live in households with other unrelated persons, or individually. They would only be counted as part of a family if they have families of their own, or live with their family of origin. The student population helps to explain the discrepancy in Corvallis between median household income, which is low, and median family income, which is the highest in the state.)

9.5.e *There is an increasing need for housing types which offer lower-cost ownership possibilities than the traditional single family home.*

9.5.f *According to the 2013 American Community Survey ~~1990 Census~~ for Corvallis, the average size of an owner-occupied~~ant~~ household was 2.42 persons per household ~~2.58~~, and the average size of a renter-occupied~~ant~~ household was 2.25 persons per household ~~2.09~~.*

9.5.g *In 1997 the Corvallis Housing and Community Development Commission developed a benchmark to measure the affordability of owner- and renter-occupied housing in Corvallis.*

~~9.5.h In 1997, 10% of all housing units sold in Corvallis were affordable to three-person households with incomes at or below \$35,950 per year, or 80% of the Benton County median for a household of this size.~~

2013 American Community Survey data showed that 86% of the Corvallis Median Family Income of \$72,428 was needed to purchase a median value home in Corvallis (\$262,300). Similarly, 158% of the Corvallis Median Household Income of \$39,232 was needed to purchase a median value home in Corvallis.

9.5.i *In a survey conducted at the end of 1997 by the Corvallis Housing Programs Office, it was found that 58% of all available rental housing units in Corvallis were affordable to three-person households with incomes at or below \$35,950 per year, or 80% of the Benton County median for a household of this size. The same survey found that 9% of all available rental housing units in Corvallis were affordable to two person households with incomes at or below \$19,950 per year, or 50% of the Benton County median for a household of this size.*

2013 American Community Survey data showed that, based on the median Corvallis rent of \$819, 45% of Median Family Income (\$72,428) would be needed to pay for rental housing, and 84% of Median Household Income (\$39,232) would be needed to pay for rental housing.

9.5.j *Housing affordability may be enhanced through the implementation of legislative or programmatic tools focused on the development and continued availability of affordable units. Such tools include, but are not limited to: inclusionary housing programs; systems development charge offset programs; ~~Baneroft~~ bonding for infrastructure development; facilitation of, or incentives for, accessory dwelling unit development; minimum lot*

and/or building size restrictions; reduced development requirements (e.g., on-site parking reductions); density bonuses; a property tax exemption program; creation of a community land trust; loan or grant programs for the creation of new affordable housing; and other forms of direct assistance to developers of affordable housing. Additionally, the 2014 Policy Options Study prepared for the City Council by ECONorthwest identified the following measures as having the potential to enhance housing affordability: streamline zoning code and other ordinances, administrative and procedural reforms, preservation of the existing housing supply, reform of the annexation process, allowing small or “tiny” homes, limited equity housing (co-housing), employer-assisted housing, and urban renewal or tax increment financing.

9.5.k Through the administration of housing assistance and rehabilitation programs, the City has an impact on the retention and provision of housing opportunities that are affordable to low- and very low-income residents. A cooperative effort involving the public and private sectors, as well as the current and prospective occupants of such units, will be needed if such housing opportunities are to be expanded.

9.5.l The City's Housing and Community Development Advisory Board Commission oversees housing and community development programs, including the use of the City's Community Development Revolving Loan Fund.

9.5.m Manufactured homes are a viable housing option for a wide range of income levels.

9.5.o In fiscal year 1999-2000 or fiscal year 2000-2001, the City of Corvallis will likely become a Federal entitlement community under the Community Development Block Grant (CDBG) Program. This designation will allow the City to receive CDBG funds on a formula basis in order to address the community development needs of low-income citizens, including the need for affordable housing.

In 2000-2001 Corvallis became a Federal entitlement community under the Community Development Block Grant (CDBG) Program. In 2001-2002 the City became a participating jurisdiction for the HOME Investment Partnerships (HOME) Program. While these sources have allowed the City to make significant investments in affordable housing, funding from the CDBG and HOME programs has declined significantly between 2002-2003 and 2015-2016. The following table illustrates this trend:

	2002-2003	2015-2016	% Change
CDBG	\$675,000	\$476,048	-29.5%
HOME	\$556,000	\$233,323	-58.0%
Total	\$1,231,000	\$709,371	-42.4%

9.5.p The U.S. Department of Housing and Urban Development (HUD) has provided financing to a number of local housing projects in return for those projects' limiting rental charges to an affordable level. At the time that these loans are paid off, the restrictions on rental charges expire. As of April 2015 November 1997, such HUD-assisted “expiring use” projects provided 116 207 units of affordable housing in Corvallis.

9.7 Oregon State University Housing

Findings

9.7.a Oregon State University enrolled 24,383 14,127 students attending the OSU main campus in Corvallis for the 2014 1997 fall term, including 20,312 undergraduates and 4,071 graduate students. The number of students living within a 1/2 mile of the main campus area was approximately 7,000, while roughly 25% of the students live on campus.

9.7.b According to information collected by OSU University Housing and Dining Services, during the 1997 fall term, student occupancy in residence halls, cooperative houses, student family housing, the College Inn, fraternities and sororities totaled 4,430. Total housing capacity in these units was just over 6,100, and thus exceeded occupancy by over 1,600 units. (waiting on OSU for updated info)

9.7.c ~~If the percentage of OSU students who live within 1/2 mile of the main campus could be increased from the current estimated 50% to 60%, there is a potential savings of at least 5,000 vehicle trips per day in a very congested part of the City.~~

9.7.d The student population is not expected to increase significantly during the planning period. The percentage of the total population who are students will decrease as the non-student population increases.

Historically, forecasts of student enrollment growth have not been accurate. In addition, these forecasts have not been a reliable measure of impacts to the community.

9.7.e There are approximately 140 acres of land zoned medium density residential and 85 acres of land zoned medium-high residential within a 1/2 mile of the main OSU campus, all of which has some potential for rezoning to a higher density.

Development and redevelopment in higher density zones near the University has been designed to primarily serve students, rather than family and employee housing types, which has led to reduced livability in some neighborhoods.

9.7.f A 1993 OSU survey found that 17% of OSU students commute to campus in single occupancy vehicles. Fifty-six percent of faculty and staff commute to campus in single occupancy vehicles. **In comparison, a 2014 study of students, staff, and faculty found that 53% of respondents drove a personal vehicle vehicle to get to campus.**

9.7.g Some of the Oregon State University residence halls are not protected with built-in fire sprinkler systems, which creates risk for the residents and a higher reliance on the fire department for rescue services using aerial apparatus.

New Findings

9.7.h Negative impacts resulting from rapid growth in the student population between 2009 and 2015 were not adequately managed by Comprehensive Plan Policies and Land Development Code requirements in place at the time.

9.7.i The availability of traditional lower cost on-campus student housing options, including co-ops, has been reduced for a variety of reasons, including the cost of needed seismic upgrades.

9.7.j 2013 American Community Survey data indicates the median age of Corvallis residents is 27 years, while the national median age is 37.4. It is believed that the presence of OSU students in the community is a significant reason for this difference, which also is believed to have an effect on the market demand in Corvallis for multi-family vs. single family dwellings.

9.7.k University-provided on-campus housing does not generate property tax revenue, while privately-owned housing elsewhere in the community does generate property tax revenue.

9.7.l Placeholder – Between January 2009 and March 2015, existing dwelling units were demolished. Many of these units were replaced by student-oriented housing, characterized by five-bedroom dwelling units, with one bathroom provided per bedroom, and multiple floors within units.

9.7.m Characteristics of student-oriented housing have included a preponderance of five-bedroom units, with one bathroom per bedroom, and multiple floors within units.

Policies

9.7.1 The City shall encourage the rehabilitation of old fraternity, sorority, and other group buildings near OSU for continued residential uses.

9.7.2 The City shall encourage OSU to establish policies and procedures to encourage resident students to live on campus.

9.7.3 The City and OSU shall work toward the goal of housing 50% of the students who attend regular classes on campus in units on campus or within a 1/2 mile of campus.

The City and Oregon State University shall work toward the goal of housing faculty, staff, and students who work and attend regular classes on campus in dwelling units on or near campus.

(flagged for further discussion?)

- 9.7.4 The City shall evaluate cooperative programs and investments with OSU to provide alternative transportation services specifically targeted towards students, faculty, and staff.
- 9.7.5 The City shall encourage Oregon State University and its fraternities, sororities, and cooperative housing owners to pursue opportunities for retrofitting residential units with fire sprinkler systems, and to provide fire sprinkler systems for all new residential units.

New Policies

- 9.7.6 The City and OSU shall cooperate to facilitate the development of experimental communities that are not dependent upon the single-occupant automobile.
- 9.7.7 The City shall promote the utilization by the University of public-private partnerships to provide additional, on-campus student housing that provides housing that would be more attractive to upperclassmen, graduate students, and University staff than traditional on-campus housing options.
- 9.7.8 Housing types that can serve multiple segments of the population with minimal remodeling shall be strongly encouraged to reduce the need for future redevelopment as demographics shift.
- 9.7.9 Amendments to the Land Development Code shall be considered to address the negative impacts resulting from the development of student-oriented housing, as described in Finding 9.7.m.

(Task Force review ended here at the May 14, 2015, meeting.)

Article 11. Transportation

Proposed New Findings

- 11.2.j Transportation decisions depend on desired activity and options available. Choice of mode depends on price (money and time), distance, convenience, reliability, safety, comfort.
- 11.2.k The proximity of related developments affects the number of trips made on the system, which effects the performance of the system.
- 11.2.l Policies addressing transportation must address price, convenience, and desirability in order to be effective in addressing behavior, system needs, and overall goals.
- 11.2.m Transportation requirements associated with development have a significant impact on the built environment, on the transportations system, and on the cost of development. These in turn affect livability and the ability to do business in a timely way.

11.4.h Use of parking depends on accessibility of the parking, convenience to the final destination, and price.

11.7.i Use of transit depends on convenience and desirability. Convenience includes proximity to origin and destination, frequency, speed compared to other modes, and reliability. Desirability is affected by comfort, appearance, crowdedness.

Proposed New Policy

11.2.16 Transportation requirements associated with development must be clear, measurable, and carefully monitored for effectiveness.

11.2.17 The City shall consider allowing trade-offs in conjunction with student housing developments to provide measurable Transportation Demand Management (TDM) measures in lieu of traditional transportation system improvements.

11.4 Auto Parking

Proposed New Findings

11.4.h Parking needs may reasonably be expected to fluctuate through time. There are demands created by large employers such as Oregon State University that have changed dramatically in the past and may do so again in the future.

11.4.i Parking lots cannot easily be converted back to less-intensive uses if they are paved and developed to existing city standards.

11.4.j The City Council's plan to expand residential parking districts, which was considered through the referendum process, did not gain widespread support from voters in 2014.

11.4.k Most people would like to park on the street adjacent to their residence.

11.4.l Many residences lack adequate off-street parking and place parking demand on adjacent streets. While many major traffic generators provide off-street parking, they also create on-street parking demand. The generators include OSU, LBCC, District 509J, City and County government, multi-household dwellings, businesses, offices, and churches.

11.4.m People have various needs for parking on streets to reach a job, obtain services, purchase goods, visit or provide services to businesses and residences, get to places for recreation, attend events. Thus, parking rules must accommodate a variety of needs of Corvallis residents, businesses, and transients to the community.

11.4.n Parking fees can benefit communities when used to develop transit and transportation options (Shoup 2011, Speck 2013).

Proposed New Policies

11.4.8 Temporary lots that can more easily be converted to lower-intensity uses shall be explored as a means of reducing costs and environmental impacts associated with parking when demand is expected to fluctuate. Such lots may play a major role in designing and testing multimodal transit connections, such as park-and-ride facilities.

11.4.9 Park and ride lots and alternative transportation linkages shall be explored cooperatively with major employers if adequate on-site parking does not exist for employees, clients, or students.

11.4.10 On-street parking provides for a wide diversity of needs for Corvallis residents and people coming to Corvallis for work, school, events, appointments, services, and shopping. Auto parking should be allocated using the following principles:

A. The streets of Corvallis belong to the community.

B. On-street parking is a public resource that should be managed for the public good.

C. The parking fee system should be self-supporting and provide resources for transit and transportation improvements.

D. Parking fees should be considered as an effective mechanism for allocating scarce parking resources and improving livability.

11.6 Pedestrian

Findings

11.6.d *The 1990 Census identifies the pedestrian mode as the second highest mode used in Corvallis to get to work, while Oregon State University has identified it as the most common mode for students accessing the campus. OSU's 2014 Campus-wide Parking Survey, which was distributed to 5,000 students and 4,241 faculty and staff members, found that 53% of respondents drive a personal vehicle to campus, 21% walk, 16% ride a bicycle, 5% ride the bus, 3% arrive by carpool, and 2% use other means to travel to campus. The 2013 American Community Survey (US Census) estimates that 56.7% of Corvallis residents commute to work in a single occupant vehicle, 7.8% carpool to work, 2.9% take public transportation, 12.2% walk (the highest rate in the nation), and 13.1% travel by other means (bicycle, etc.).*

11.7 Transit

Proposed New Findings

11.7.i The Corvallis Transit System (CTS) charges no fares. The increase in use of the CTS by students has significantly affected certain CTS routes, causing overcrowding.

Proposed New Policies

11.7.8 A study of student use of the CTS shall be performed to assess the need for additional routes to serve students and residents. OSU shall partner with the City for this analysis.

11.12 Oregon State University Transportation Issues

Findings

11.12.a *The existing traffic pattern serving Oregon State University has an impact on the community. These impacts include additional through traffic in neighborhoods and higher-speed traffic in residential areas.*

11.12.b *Existing non-university traffic patterns include traffic flow through the campus which has an impact on the campus community.*

11.12.c *Off campus on-street parking of university-related vehicles has a significant impact on the availability of on-street parking near campus. The University and the City are working together by encouraging increased use of the free transit pass program, increased bicycle and pedestrian travel, and by developing and implementing a parking plan.*

Proposed New Finding

11.12.d Concerns have increased regarding the safety of pedestrians and bicyclists travelling to the University due to increased student enrollment, increased vehicle traffic, public improvement limitations (e.g. crossings and lighting), and visibility constraints.

Policies

11.12.1 The University and the City shall work together to improve traffic patterns through and around Oregon State University which will reduce negative impacts on existing residential areas and the campus.

11.12.2 The University shall develop and implement a transportation and parking plan that reduces the negative traffic and parking impacts on existing residential areas.

- 11.12.3 All-day parking of University-related vehicles on streets in proximity to the University shall be discouraged.
- 11.12.4 The City shall work with the University to minimize Oregon State University-related off-campus parking problems.
- 11.12.5 The City shall work with OSU to develop a plan to decrease traffic and parking impacts in and around the University during major events.

Proposed New Policies

- 11.12.6 Zoning for OSU-related development will take into account the associated transportation demand created (trip generation), proximity to associated activities, convenience to existing transportation systems (transit, pedestrian, bike, parking), and measurable impacts to the transportation system.
- 11.12.7 Remote parking lot options shall be assessed for the OSU campus. A feasibility study shall be conducted as the basis for recommendations.
- 11.12.8 The City and OSU shall partner in providing remote parking lot options. OSU and the City shall work together to provide a means of transportation from the remote parking to campus.
- 11.12.9 The practice of limiting vehicle circulation through campus has had an effect on traffic patterns. When OSU decides to limit or cut off vehicular access to campus, a plan shall be developed to assess the existing traffic patterns and how they will be affected by the change. A mitigation plan shall be developed and approved by the City to mitigate negative impacts to the surrounding neighborhoods and to the City's transportation system.

Article 13. Special Areas of Concern

13.2 Oregon State University

Findings

- 13.2.a Oregon State University is the major employer, landowner, and traffic generator in the Urban Growth Boundary.*
- 13.2.b The location and function of University land uses have a major impact on the community.*
- 13.2.c Oregon State University contributes to the economic vitality of the community by attracting students who provide the employment base for teaching faculty and support staff at OSU and secondarily by drawing conferences and conventions among its faculty peer groups and alumni / donor base. Oregon State University invests considerably each*

year to attract new and returning students, alumni, donors, and other groups to come to its Corvallis campus. The University also contributes to the economic vitality of the community by attracting Federal, State, and corporate research funds which support its locally-based research faculty and facilities development.

13.2.d *The location and function of private land uses surrounding the University can have a major impact on the campus and University agricultural lands.*

13.2.e *Changes of land use on the campus and on surrounding private and public lands are expected to occur. These changes include the location of new structures, changes to existing structures and their uses, and changes to traffic patterns.*

13.2.f *In 1986, the City adopted the Oregon State University Plan which updated the Physical Development Plan for the main campus. This made the Oregon State University Plan consistent with the Comprehensive Plan in accordance with State law.*

13.2.g *The City and the University periodically revise and update their land use plans.*

13.2.h *The OSU Campus Way agricultural service road / pedestrian trail impacts the adjacent agricultural uses and the use of the road by farm service equipment.*

Proposed New Findings

13.2.i *Unexpected growth in OSU enrollment and employment has led to increased congestion in key intersections, lack of on-street parking in neighborhoods adjacent to the university, loss of single-family houses to redevelopment as student-oriented housing, and concerns about declining neighborhood livability.*

13.2.j *Enrollment projections under the 2005 Campus Master Plan were exceeded, while the square footage of new buildings was less than 1/3 than of that projected in the 2005 Campus Master Plan. In 200? There were _____ beds on campus, with an undergraduate enrollment of _____. In 2015, on-campus undergraduate enrollment was 21,193, and there were 4,740 (2011 #) beds provided in on-campus housing.*

13.2.k *Oregon State University added roughly 10,000 students and 5,000 faculty and staff since 2005. OSU's impact on the community with respect to the percentage of the overall community exceeds any other entity.*

13.2.l *The disproportionate contribution made by OSU to the community's resident and employee composition results in a disproportionate impact by land-use decisions made by OSU relative to any other entity.*

13.2.m *Because of the disproportionate impact OSU has on the community because as a result of its relative size and economic impact, land-use decisions made by the university require a great degree of ongoing communication, coordination, and monitoring by the city.*

13.2.n In 2015, Oregon State University students currently make up roughly 1/3 of the people living in Corvallis.

Reworded, based on review of 2013 ACS data:

According to 2013 American Community Survey (ACS) data, the population of residents within the Corvallis Metropolitan Area between the ages of 20 and 29 comprises 22.8% of the total population, while this group comprises only 13.4% of the total population in Oregon. Within the Corvallis Metropolitan Area, which extends beyond the City Limits area, the population of residents between the ages of 20 and 29 is estimated to be approximately 19,743 according to the 2013 ACS.

13.2.o Decisions regarding enrollment and development on campus, particularly with respect to the degree to which OSU provides housing and parking for employees and students, can greatly impact surrounding neighborhoods.

Policies*

13.2.1 The University and City should work cooperatively to develop and recognize means and methods to allow the University to provide the mission activities.

13.2.2 The City and the University shall continue to work together to assure compatibility between land uses on private and public lands surrounding and within the main campus.

13.2.3 The City shall continue to work with Oregon State University on future updates of the 2004 Oregon State University Campus Master Plan, or successor university master plan document and amendments to the 1986 Oregon State University Plan. Coordination shall continue between the City and Oregon State University on land use policies and decisions.

13.2.4 The City and Oregon State University shall jointly participate in activities to "market" Oregon State University as a resource for members of the community and to draw people to the community.

13.2.5 Development on the Oregon State University main campus shall be consistent with the 2004 Oregon State University Campus Master Plan ~~1986 Oregon State University Plan~~, its City-approved successor, or approved modifications to the Plan. ~~This plan includes the Physical Development Plan Map that specifies land use at Oregon State University.~~

**(The current CMP is linked to Land Development Code Chapter 3.36, and permitted uses as described within that chapter. Since it's unclear how the upcoming OSU District Plan will address permitted uses, locations for proposed uses, etc, it's probably best to delete the last sentence of this policy because it is out of date and overly specific.)*

Proposed New Policy

13.2.6 The city and OSU shall closely coordinate land-use actions that have the potential to impact either the university or the surrounding community. Monitoring programs shall be established to determine whether conditions and assumptions underlying the Campus Master Plan are valid on an annual basis. **These monitoring programs can occur anywhere in the community.** These conditions and assumptions shall include at a minimum student enrollment, on-campus student population, on-campus housing as a ratio of beds to on-campus student population, and metrics of parking demand versus availability. If conditions exceed pre-determined thresholds or evidence suggests that metrics are not tracking conditions of interest, a review of the **OSU District Campus Master Plan** shall be implemented even if the planning period has not expired

13.4 Oregon State University Open Space and Resource Lands

Findings

13.4.a *Oregon State University open space lands are a valuable asset to the community as they: 1) provide a good transitional zone between intensive agricultural uses at the University and community land uses; 2) contribute to community open space; and 3) provide gateways to the community.*

(Include a map of the University's open space areas located within the Urban Growth Boundary here)

13.4.b *Oregon State University has four types of open space: 1) unbuilt areas on the main campus; 2) Comprehensive Plan designated Open Space - Agriculture; 3) Comprehensive Plan designated Open Space - Conservation; and 4) Oregon State University forest resource land.*

13.4.c *Some Oregon State University lands are currently made available to the public on a limited basis.*

13.4.d *Oregon State University agricultural and forest open space provide important viewsheds.*

13.4.e *The University agricultural lands are necessary to the University and beneficial to the State and local community.*

13.4.f *Adequate buffers help prevent conflict between University agricultural / forest uses and urban uses.*

13.4.g *There is no jointly-adopted plan between the City and Oregon State University for University agricultural and forest uses. The lack of alternate plans requires land use decisions to assume that agricultural land uses will continue in place into the future without change. This intent has been substantiated with confirming letters from OSU.*

- 13.4.h Oregon State University agricultural runoff and agricultural activities could degrade the water quality of Oak Creek and Squaw Creek and negatively impact stream system integrity.*
- 13.4.i Citizen use of agricultural, conservation and forest open space can impact the operation of those areas and the ability of the University in providing its State mission.*
- 13.4.j Due to proximity to urban development, some OSU resource lands could be easily served by City services and are capable of accommodating urban development. At the same time, some lands within the Urban Growth Boundary could provide for the agricultural land needs of OSU.*

Policies

- 13.4.1** If Oregon State University agricultural and conservation open space lands change to more intensive uses, provisions shall be made to ensure that a transitional zone separates university and community uses, as appropriate.
- 13.4.2** Designated open space in the OSU Physical Development Plan and Oregon State University agricultural, conservation, and forest resource lands make a significant contribution to community open space and their loss should be minimized.
- 13.4.3** The University should develop and maintain a plan for its open space, agricultural, conservation, and forest lands within the Urban Growth Boundary.
- 13.4.4** The City and the University shall work together to ensure plans for the University lands are consistent with the City's Comprehensive Plan.
- 13.4.5** The City shall adopt land use policies, such as maintaining adequate buffers, to protect University agricultural and forest land from the negative impacts of urban development and protect urban development from the negative impacts of agricultural practices and forest uses.
- 13.4.6** OSU shall continue to prevent harmful agricultural runoff from entering local streams and avoid agricultural activities that ecologically impair the Oak Creek and Squaw Creek systems.
- 13.4.7** The City shall recognize the ability of resource land exchanges between OSU and public and private land owners to provide enhanced agricultural opportunities and urban development or demonstrated public benefit to the community by the exchange.

13.6 Madison Avenue

Findings

13.6.a Madison Avenue is a centrally located street which runs east and west through the downtown area. It also provides an important pedestrian connection between the University and the Willamette River through the heart of the downtown area.

13.6.b This street has a unique mixture of land uses abutting it and provides a street linkage, typified by low vehicular and high pedestrian traffic volumes, between Oregon State University and the Willamette River.

Policies

13.6.1 Madison Avenue shall continue to be developed as a pedestrian link between Oregon State University and the Willamette River. Development in this area shall be compatible with and enhance the abutting land uses and allow for this area's continued use for cultural and civic purposes.

Article 14. Urbanization / Annexation

14.3 Urban Fringe Development

Findings

14.3.k Oregon State University agricultural and forestry land uses are critical to maintaining OSU's stated mission.

**DRAFT
CITY OF CORVALLIS
OSU-RELATED PLAN REVIEW TASK FORCE MINUTES
APRIL 27, 2015**

<p>Present <i>Planning Commissioners:</i> Jennifer Gervais, Chair Paul Woods Roan Hogg Jasmine Woodside Ron Sessions Frank Hann Barbara Bull (appx 6:20)</p> <p>Excused Absence:</p>	<p>Staff Kevin Young, Planning Division Manager Blanca Ruckert, Recorder</p> <p>Visitors David Bella David Dodson Court Smith Trang Tran, student Iana Shevtsova, student Mai Nguyen, student</p>
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I. WELCOME AND INTRODUCTION

The OSU-Related Plan Review Task Force was called to order by Chair Jennifer Gervais at 6:08 p.m. in the Madison Avenue Meeting Room. Introductions were made.

II. PUBLIC INPUT OPPORTUNITIES

David Dodson mentioned that OSU staff is providing testimony tonight, and is available to answer questions. A task force member asked whether the information on Attachment B, page 6 is a response from OSU or Court Smith? Court Smith stated it was his and it was meant to replace policies from his previous memo, based on Charlie Vars’ testimony last time.

Court Smith introduced some students working on analyzing data from a survey on OSU parking.

Iana Shevtsova (student) from the Transportation Project School of Public Policy worked on a transportation survey team analyzing data collected from students. She and Tang Tran are here to share their findings and recommendations on the parking issue.

In looking at the factors that shifted a student’s decision on which transportation mode to choose their findings indicated that:

- In comparing undergraduate to graduate students, the graduate student was more likely to purchase a parking permit.

- Faculty, staff, and professional- degree seeking or non-degree seeking students are more likely to purchase a parking permit.
- Females were more likely to purchase a permit compared to males.
- In comparing students aged 16-23 to those over 23, people older than 23 were more likely to purchase a parking permit.

Based on these findings, they presented the following policy recommendations:

- Find alternatives to driving alone, such as providing improved bicycle access, increase pedestrian possibilities, shuttle bus service, and car pooling.
- Coordinate activities with the Planning Department, Student Experience and Activity Center and other student initiatives to direct transportation by behavior, utilize an education pilot program phone application.
- Promote non-motorized transportation among OSU employees since this group has the highest probability of choosing to drive alone to campus.
- Encourage an opportunity for a homeowner to purchase a full-time parking permit in their resident area for a lower cost, but allow OSU students the opportunity to purchase a permit to park in the area as well..

Ms. Sheutsova commented that research was centered on students' on what particular mode of transportation students were likely to choose. Findings are predictable on what influences choice of transportation mode. Those who live farthest from campus tend to drive more. Recommendations to address this are:

- Bus system is not very developed in the farthest areas. More development of the transit system is needed.
- Examine why the findings showed that female students were less likely to bike as compared to men.
- When asked about carpooling or driving alone, most were more likely to drive alone. Promote carpooling by creating an online application so it's easier to find whom to carpool with.
- Organize a Civil War competition between OSU and UO as to which school carpools more, creating spirit for people to carpool.
- Create distinctive carpool parking spots so those who carpool know they have a spot that can be easily found. Create stickers to identify which cars are allowed to park in these spots.

Ms. Sheutsova mentioned that there were other ideas in the Policy Brief forwarded to the City or available on the website, osupolicy.com. There was a question clarifying that students over 23 were MORE likely to purchase a parking permit than those younger, and that graduates students were LESS likely to purchase the parking permit.

Ms. Tran noted that right now the parking permit at OSU is at a high price and consequently students are more likely to park off-campus in neighborhoods. In response, Ms. Tran suggested that residents in neighborhoods be allowed to buy a permit at a lower price to park in front of their house, while allowing some flexibility to give students/faculty the opportunity to park in that area for a limited amount time. Something like a parking permit, but which would be less expensive than a permit at the OSU parking lots.

There was a question as to the type of class the students were involved in. Their response was it wasn't a class but a project in the School of Public Policy.

There was a question as to whether this information was also being shared with the OSU staff who design parking policies, to which the response was affirmative.

Dan Brown expressed frustration because his concerns don't fit into Articles 3-9 or 11 of the Comprehensive Plan. His recommendation is to consider Articles 1 and 50, the articles dealing with general policies. His position is that the comprehensive plan should be goal-oriented, stating a reason for doing what is recommended. His second recommendation is to handle this as a systems approach. In order to do a systems approach more than one chapter needs to be considered at any one time; for example, housing, transportation, and employment need to be considered together. His third concern deals with implementation. One version in the handout is about livability, also known in the comprehensive plan as "quality of life". His recommendation is that the Task Force decide what both mean according to the Comprehensive Plan and then it helps to understand what the goal is. He cautioned the Task Force about measuring things on campus during Spring term where information will be skewed in terms of student enrollment.

His fourth recommendation deals with monitoring, two policies, 11.2.1 and 6.3x.1 involve the term monitoring. In Chapter 1, a policy is needed about monitoring; what it means in terms of who, what, where, why, and how much.

Lastly, he offered four definitions for consideration in Article 50, which deals with definitions. BLI is not well defined. District, might mean zoning district in the campus master plan – OSU has one, Good Sam has one, - but compared side to side they don't look alike in land use decisions. His recommendation is to define what it is, the format, content and process for approving a CMP.

Finally the term 'implements', i.e. "Chapter 3.3.4.6 implements" define what that means.

Barb asked if he had any ideas as to what constituted a campus master plan more clearly, either OSU or Good Sam. His response was that OSU's was more complete. He reviewed both to see if there was any commonality to draw underlying principles that would support format and content but was unable to do that, they were entirely different. His last comment was that it would be a service to the community if there were guidelines about content, format and process in a comprehensive plan.

In response to the question about telling OSU what specific interests need to be addressed or a format to follow, his response was that there are different audiences for having guidelines. For example, one would be people who want to design a CMP (over time that list may grow). As a former City Council member, it would have been nice to know what a CMP was all about, and that's a secondary audience. The Planning Commission would benefit if they have something they are specifically looking for, clear and objective statements that can be communicated. And finally the general public, including reporters, it would be nice to tell them what a CMP is. But, ultimately the number one audience is the applicant.

III. REVIEW OF DRAFT COMPREHENSIVE PLAN FINDINGS AND POLICIES FROM APRIL 13, 2015 TASK FORCE MEETING

There were no minutes available for review.

Gervais noted that in reviewing the agenda it was shy one item and questioned about next steps to address the draft revisions to findings and policies. Items still needing to be reviewed are Woodside's work; materials submitted by Court Smith and Dave Bella, as well as Dan Brown's earlier submissions. After discussion it was decided to look at raw material since some members were missing at the last meeting.

There was more discussion about edits, "word-smithing" and work left to be done to get this ready for public review. It was agreed to have a May 14 meeting to review all the edits and agree to get a document ready for public input. The public hearing would occur on May 25, which would be a longer meeting depending on comments, followed by a meeting to discuss public input and finalize Comprehensive Plan recommendations in June.

IV. CONTINUED DEVELOPMENT OF REVISIONS TO FINDINGS AND POLICIES NOT ADDRESSED ON APRIL 13, 2015

Article 5, Urban Amenities

Discussion began regarding this section. The first concern was regarding the last sentence "the City shall work closely with OSU to develop on campus recreational opportunities for the City of Corvallis citizens". Concerns were whether it was something to ask OSU to do, it sounding presumptuous. One suggestion was to approach the issue from a level of service angle, giving OSU more flexibility about the level of service. Suggestion was to re-word to "the City will work with OSU to provide the POTENTIAL for recreational opportunities to the community on campus" which will also address any liability issues. Gervais suggested one edit rather than saying "OSU campus is plush with recreational" to "OSU campus offers MANY recreational opportunities" to address the concerns mentioned. Kevin summarized the edit to be "the City shall work with OSU to develop the POTENTIAL for recreational opportunities to serve the community on campus".

Barbara suggested a requirement to maintain a level of service tied to parks and open spaces and recreation on OSU so students don't have the need to leave campus to reduce the impact on surrounding communities. Task Force agreed to keep the suggestion in mind, possibly in Housing or Open Spaces.

In looking at the second paragraph of Commissioner Woodside's review, "an attempt to keep the University's students close to campus the neighborhoods have has received..." delete *has*.

Consensus was that the last sentence "The City shall look at zoning patterns as related to OSU and the surrounding neighborhoods as an attempt to preserve the existing character" was already addressed.

Staff commented that it was included at the top of the page of Attachment B.3. Staff noted that most of what is in the packet are changes discussed and authorized to date. It does not include changes to Articles 3 or 5 and Commissioner Woodside's comments concentrated on these Articles have not been

discussed by the Task Force yet. The recommendation has not yet been captured in the proposed revisions. They were in Dodson's edited testimony and those were discussed. Barb stated that an initial conversation was started about Woodside's work but overlapped with other input. Staff's notes were concentrated on Article 8, Economy; Article 9 Housing. Staff asked if the desire of the Task Force was to say "we have reviewed Woodside's recommendations for Article 3 and 5 and we move that forward as body" that can be done. There was some discussion about the OSU document that came in as testimony and not having the benefit of that information previously. It was agreed to go over Gervais' review, followed by Woodside's then David Bella's comments.

Article 3, Land Use

The Task Force began review of Gervais' work, (Attachment B-12, April 13, 2015 packet) Chair Gervais noted that on page 13, there were some revisions to findings.

Finding 3.2.c "continued cooperation among Corvallis and Oregon State University is important..." There was general consensus to add the suggested language "*in particular, cooperation is necessary to prevent simply shifting land-use conflicts from one entity to another*".

Finding 3.x1 "unexpected growth in OSU enrollment and employment has led to increased congestion in key intersections..." General agreement to look at this first then decide how to handle Dave's edits to this finding.

Finding 3.x2 "enrollment projections under the 2005 CMP were exceeded..." needs to reflect data from the 2005 CMP.

Finding 3.x3 "...OSU's impact on the community with respect to the percentage of the overall community dwarfs any other entity." an edit was suggested to change dwarfs to *exceeds*.

Finding 3.x4 is okay they way it's written.

Finding 3.x5 was discussed in terms of encouraging communication between the City and the University about the campus master plan and not having it lay dormant without any monitoring for 10 years. It was agreed to add the following wording at the end of 3.x5 "*communication, coordination and monitoring with the City*."

Finding 3.x6 was listed twice, deleted the first one and make that statement in another way. Discussion on the second, "Decisions regarding enrollment and development on campus" centered on trying to capture the impact on the community. There was some disagreement as to how to include this finding and also make sure it was implemented and monitored. Consensus was to leave the wording as is, and then review with David's input and word smith if necessary at that point.

Article 5, Community Character

Finding 5.x1 "recent growth by OSU resulted in the loss X amount of single-family houses..." Suggestion was to strike this finding because of David's edits and look at those to make the finding.

Finding 5.x2 “downtown neighborhoods have characteristics that include large streets...” Agreement to was to get more property specific information as the age of these neighborhoods, structures.

Finding 5.x3 “the lack of progress on Policy 5.4.8 has failed to protect the older neighborhoods in the vicinity of OSU and downtown. “ After some discussion, Staff suggested wording, “*the lack of progress on historic inventory and preservation work as reflected in Policy 5.4.8...*” and continue the same language just being more precise as to what is being addressed. There were some questions about the UNO zone. Staff stated UNO is a precise boundary and it’s an example of how the Land Development Code implements Comprehensive Plan Policies regarding neighborhood character. Gervais saw this finding as speaking to the UNO zone and other tools that could be used to address the loss of character in neighborhoods.

Article 5 Urban Amenities

The Task Force moved on to discussing Commissioner Woodside’s proposed revisions to Article 5. Gervais commented that the 1st paragraph has already been addressed. In the 2nd paragraph , Gervais suggested it could be a policy to fit in with her findings. The paragraph that reads, “ In an attempt to keep the University students close to campus...” That would be a policy but need to craft into a finding. Staff concurred that first two sentences in paragraph are factual. Staff noted that the Neighborhood Planning Group has already made a recommendation to consider a zone change in these areas due to concern. After some discussion the group agreed on a new policy as follows: “The City shall evaluate zoning patterns in the neighborhoods near OSU, as well as associated housing variety, in relation to impacts on the historic neighborhood character in these areas.”

Onto paragraph 3 on Commissioner Woodside’s work “OSU shall create and maintain a historical inventory of resources on campus for review and use of the City of Corvallis and the Historic Resources Board”. The first question asked was whether this was currently happening. Staff affirmed that this was occurring within the OSU Historic District. Discussion ensued as to whether there was any part of the OSU property expanding beyond the OSU historic district. It was noted that the portion of campus that is within city limits is 540 acres. The historic district boundary primarily includes those structures that are 50 years or older at the time of the district was formed and constitutes about 180 acres within the larger 540 acre OSU campus. Staff suggested revising the finding to state “*City of Corvallis and the HRC*”.

Article 7, Environmental Quality

After much discussion the Task Force agreed to the following findings and policies:

Proposed New Findings

- 7.2.i *Car Dependence increases pollution, reduces air and water quality, causes public health problems, raises safety issues, and adds to global climate change.*
- 7.2.j *The State of Oregon has a greenhouse gas goal of a 75% reduction from 1990 levels by 2050.*
- 7.2.k *Car dependence requires land for infrastructure. On average, 20% of the land in cities is in streets, not including land in parking lots, driveways, and garages.*

Proposed New Policy

7.2.7 OSU and the City shall explore options for reducing carbon emissions.

Article 11, Transportation

After much discussion the Task Force agreed to the following findings and policies:

Proposed New Findings

11.2.j Transportation decisions depend on desired activity and options available. Choice of mode depends on price (money and time), distance, convenience, reliability, safety, comfort.

11.2.k The proximity of related developments affects the number of trips made on the system, which effects the performance of the system.

11.2.l Policies addressing transportation must address price, convenience, and desirability in order to be effective in addressing behavior, system needs, and overall goals.

11.2.m Transportation requirements associated with development have a significant impact on the built environment, on the transportations system, and on the cost of development. These in turn affect livability and the ability to do business in a timely way.

11.4.h Use of parking depends on accessibility of the parking, convenience to the final destination, and price.

11.7.i Use of transit depends on convenience and desirability. Convenience includes proximity to origin and destination, frequency, speed compared to other modes, and reliability. Desirability is affected by comfort, appearance, crowdedness.

Proposed New Policy

11.2.16 Transportation requirements associated with development must be clear, measurable, and carefully monitored for effectiveness.

11.2.17 The City shall consider allowing trade-offs in conjunction with student housing developments to provide measurable Transportation Demand Management (TDM) measures in lieu of traditional transportation system improvements.

11.4 Auto Parking

Proposed New Findings

- 11.4.h *Parking needs may reasonably be expected to fluctuate through time. There are demands created by large employers such as Oregon State University that have changed dramatically in the past and may do so again in the future.*
- 11.4.i *Parking lots cannot easily be converted back to less-intensive uses if they are paved and developed to existing city standards.*
- 11.4.j *The City Council's plan to expand residential parking districts, which was considered through the referendum process, did not gain widespread support from voters in 2014.*
- 11.4.k *Most people would like to park on the street adjacent to their residence.*
- 11.4.l *Many residences lack adequate off-street parking and place parking demand on adjacent streets. While many major traffic generators provide off-street parking, they also create on-street parking demand. The generators include OSU, LBCC, District 509J, City and County government, multi-household dwellings, businesses, offices, and churches.*
- 11.4.m *People have various needs for parking on streets to reach a job, obtain services, purchase goods, visit or provide services to businesses and residences, get to places for recreation, attend events. Thus, parking rules must accommodate a variety of needs of Corvallis residents, businesses, and transients to the community.*
- 11.4.n *Parking fees can benefit communities when used to develop transit and transportation options (Shoup 2011, Speck 2013).*

Proposed New Policies

- 11.4.8** Temporary lots that can more easily be converted to lower-intensity uses shall be explored as a means of reducing costs and environmental impacts associated with parking when demand is expected to fluctuate. Such lots may play a major role in designing and testing multimodal transit connections, such as park-and-ride facilities.
- 11.4.9** Park and ride lots and alternative transportation linkages shall be explored cooperatively with major employers if adequate on-site parking does not exist for employees, clients, or students.
- 11.4.10** On-street parking provides for a wide diversity of needs for Corvallis residents and people coming to Corvallis for work, school, events, appointments, services, and shopping. Auto parking should be allocated using the following principles:
- A. The streets of Corvallis belong to the community.
 - B. On-street parking is a public resource that should be managed for the public good.

- C. The parking fee system should be self-supporting and provide resources for transit and transportation improvements.
- D. Parking fees should be considered as an effective mechanism for allocating scarce parking resources and improving livability.

11.6 Pedestrian

Findings

11.6.d The 1990 Census identifies the pedestrian mode as the second highest mode used in Corvallis to get to work, while Oregon State University has identified it as the most common mode for students accessing the campus. OSU's 2014 Campus-wide Parking Survey, which was distributed to 5,000 students and 4,241 faculty and staff members, found that 53% of respondents drive a personal vehicle to campus, 21% walk, 16% ride a bicycle, 5% ride the bus, 3% arrive by carpool, and 2% use other means to travel to campus. The 2013 American Community Survey (US Census) estimates that 56.7% of Corvallis residents commute to work in a single occupant vehicle, 7.8% carpool to work, 2.9% take public transportation, 12.2% walk (the highest rate in the nation), and 13.1% travel by other means (bicycle, etc.).

11.7 Transit

Proposed New Findings

11.7.i The Corvallis Transit System (CTS) charges no fares. The increase in use of the CTS by students has significantly affected certain CTS routes, causing overcrowding.

Proposed New Policies

11.7.8 A study of student use of the CTS shall be performed to assess the need for additional routes to serve students and residents. OSU shall partner with the City for this analysis.

11.12 Oregon State University Transportation Issues

Findings

11.12.a The existing traffic pattern serving Oregon State University has an impact on the community. These impacts include additional through traffic in neighborhoods and higher-speed traffic in residential areas.

11.12.b Existing non-university traffic patterns include traffic flow through the campus which has an impact on the campus community.

11.12.c Off campus on-street parking of university-related vehicles has a significant impact on the availability of on-street parking near campus. The University and the City are working together by encouraging increased use of the free transit pass program, increased bicycle and pedestrian travel, and by developing and implementing a parking plan.

Proposed New Finding

11.12.d Concerns have increased regarding the safety of pedestrians and bicyclists travelling to the University due to increased student enrollment, increased vehicle traffic, public improvement limitations (e.g. crossings and lighting), and visibility constraints.

Policies

11.12.1 The University and the City shall work together to improve traffic patterns through and around Oregon State University which will reduce negative impacts on existing residential areas and the campus.

11.12.2 The University shall develop and implement a transportation and parking plan that reduces the negative traffic and parking impacts on existing residential areas.

11.12.3 All-day parking of University-related vehicles on streets in proximity to the University shall be discouraged.

11.12.4 The City shall work with the University to minimize Oregon State University-related off-campus parking problems.

11.12.5 The City shall work with OSU to develop a plan to decrease traffic and parking impacts in and around the University during major events.

Proposed New Policies

11.12.6 Zoning for OSU-related development will take into account the associated transportation demand created (trip generation), proximity to associated activities, convenience to existing transportation systems (transit, pedestrian, bike, parking), and measurable impacts to the transportation system.

11.12.7 Remote parking lot options shall be assessed for the OSU campus. A feasibility study shall be conducted as the basis for recommendations.

11.12.8 The City and OSU shall partner in providing remote parking lot options. OSU and the City shall work together to provide a means of transportation from the remote parking to campus.

11.12.9 The practice of limiting vehicle circulation through campus has had an effect on traffic patterns. When OSU decides to limit or cut off vehicular access to campus, a plan shall be developed to assess the existing traffic patterns and how they will be affected by the change. A mitigation plan shall be developed and approved by the City to mitigate negative impacts to the surrounding neighborhoods and to the City's transportation system.

V. PUBLIC INPUT OPPORTUNITY

David Bella commented that he enjoyed the group deliberate on these important issues. He also complimented Staff on providing the broadest sense of comments and information. He said the City is fortunate to have this dedication, he is satisfied that his own interests will be heard, and he complimented the Task Force for dealing with difficult issues.

David Dodson stated that the evening's submissions included findings and policies presented at the last meeting and those that OSU had suggested. He noted three suggested findings that deal with TDMs in his testimony, which is included in the meeting packet. Lastly, as Dan Brown mentioned tonight, comp plan policies are goal oriented, they are inspirational. He cautioned the Task Force that some of the things discussed were "how to," so that's not really an appropriate comp plan policy. A comp plan policy can speak to the desire to consider those things, but getting into specifics about how to it's going to get done, would be overly specific.

Lastly, Gervais encouraged Task Force members to respond to the doodle poll to schedule a next meeting. Staff stated that once a quorum was established through doodle poll, the meeting date and time would be announced. There would also need to be a meeting in early June.

VI. ADJOURNMENT

The meeting adjourned at 8:45 p.m.